

AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #166





SIG Chairman's Notes: AVANZ News 166

Greetings fellow Vintage Modellers. The Committee has been working on a few issues of late. John Butcher has raised concerns about the current rules and their effect on the time available to complete contests. We are victims of our own success.

With the number of RC Vintage and Classical IC and E rule classes growing to eighteen or so from the original five, we are finding it tough to fit all these in at major meetings. There isn't enough time for those who would like to fly all of these, particularly when you throw in flyoffs. Some of the new class rules like the E Texaco classes are proving too easy and need adjustment. The Committee has looked at this and is working on changes for your consideration.

The venue for the Vintage RC events at the Nationals is proving difficult. Cambridge was lined up but that has gone with the club's loss of their field owing to a change of ownership. We are working to find a new venue that is free from restrictions and is close to National's HQ.

The continuing support and growth of Vintage RC flying around the country is heartening. The lower North in particular is showing strong interest with a group developing in Hawkes Bay and the monthly meetings in Levin proving popular with members from clubs all around the region. The format for these one day monthly get-togethers seems to work. We focus on the NDC events for that month, always fly Precision and generally encourage people to bring along and fly what they have. This is mostly big IC models in this area so events like IC Duration and Open Texaco are well supported along with some Electric. At the end of the day, though, fliers are encouraged just to come and fly, they don't have to compete. Relaxed, no pressure.

As an NDC supporter and the NZMAA Recording Officer I would be delighted if modellers around the country got together regularly at their club fields or organised folks in their area to get together to fly the NDC Vintage and Classical events for the month then send in results through the input screen on the MFNZ NDC web link. Easy and quick. I'm always keen to receive pictures and brief notes of these activities. Many of these will appear in the NDC or Vintage area of MFW (*Ed: or maybe even AVANZ News?*) where you will also see how you have done against other fliers around the country.

Remember, too, if you are flying these classes at a Vintage event like the North North Island series during a weekend and the classes flown happen to be those for the month's NDC, then they can be submitted and will also count for NDC.

Do read the NDC rules and be sure your models are fully compliant with class rules.

Allan Knox

On the Cover: **Barrie Russell's Night Train - see page 12**
Logo: **Hamilton Jetboat - see Miscellaneous**

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Barrie Russell Allan Knox Martyn Pressnell

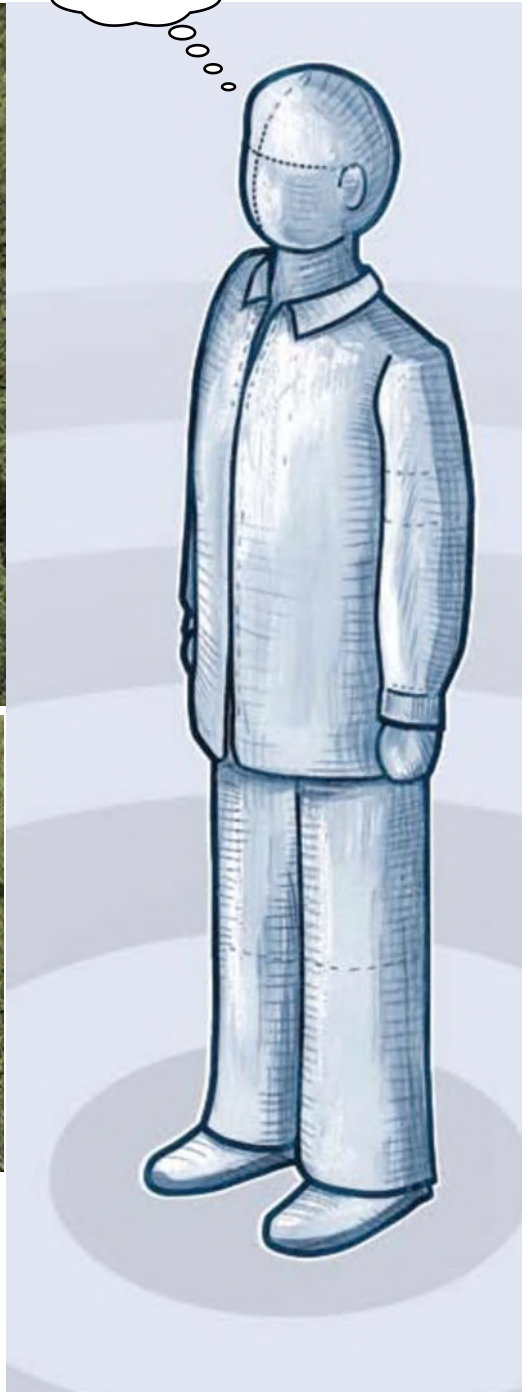
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INCOMING



FUTURE EVENTS

15 - 16	September 2018	Levin <i>John Selby Memorial</i>
22 - 23	September 2018	Tuakau
20 - 21	October 2018	JR Airsail
24 - 25	November 2018	Blackfeet
TBA	January 2019	Waharoa <i>Nationals</i>
16 - 17	February 2019	Levin <i>Bob Burling</i>
23 - 24	February 2019	Tuakau
TBA	March 2019	Levin <i>North Island Champs</i>
20 - 21	April 2019	JR Airsail
11 - 12	May 2019	Levin <i>Gareth Newton</i>
18 - 19	May 2019	Tuakau
27 - 28	September 2019	Levin <i>John Selby Memorial</i>

From Angus Macdonald, a request for help identifying this 1950's design.
Information to angusmac@xtra.co.nz

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2018 • 31/05/2019

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having earned out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The 36' or 44' wing span (as per plan Aeromodeller) and 48' (as per Boddington plan or 36' scaled up) models are admitted;
- Models may be fitted with floats as per plan (scaled-up for 48' version);
- No minimum weight;
- Reinforcement or lightening of the structure - retaining the outline of the original
- Materials to be used are those found on the plan;
- Plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.&. or float version;
- Lone fliers can self launch and time

Engine/motors 36"- 44" wingspan:

I.C : 1 cc max, Fuel tank: 3 cc. R/C carburettor is admitted.

Electric : Any electric motor with direct drive. 450mA 2 cell LiPo; separate battery pack for Rx is allowed.

The engine cannot be stopped and started again, the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries.

Engine/motors 48" Wingspan

I.C : 2.5 cc. maximum; Fuel tank: 6cc. R/C carburettor is admitted.

Electric : Any electric motor with direct drive. Battery 500 Mah 3 cell. Separate Rx pack allowed.

The engine cannot be stopped and started again: the motor must run

continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10', deducting this time from the total time of the flight.

Awards:

A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni i cusanton@tin.it) or to Sianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL!!!!

Special Prize Vic Smeed

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36'.44-or48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! Good ROW and flight.

Special Prize David Baker

The 2012 was the 5[^] edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36' Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36* or 44' wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground. Good thermals

Great vintage day despite some moisture. Wonderful turn out, biggest ever. Thank you all for coming along and participating. The Gents from Hawkes Bay showed us how it can be done. Impressive, Awesome result too Bryan, just one point off perfect in Precision. Thanks Levin and Jonathan in particular

for the support and the BBQ lunch and your better half for the cakes. We never go thirsty or hungry at Levin. Roll on next month when NDC will feature 1/2A Texaco and A Texaco. We will always fly Precision too of course. and anything else you want to fly including just flying about. Alan.



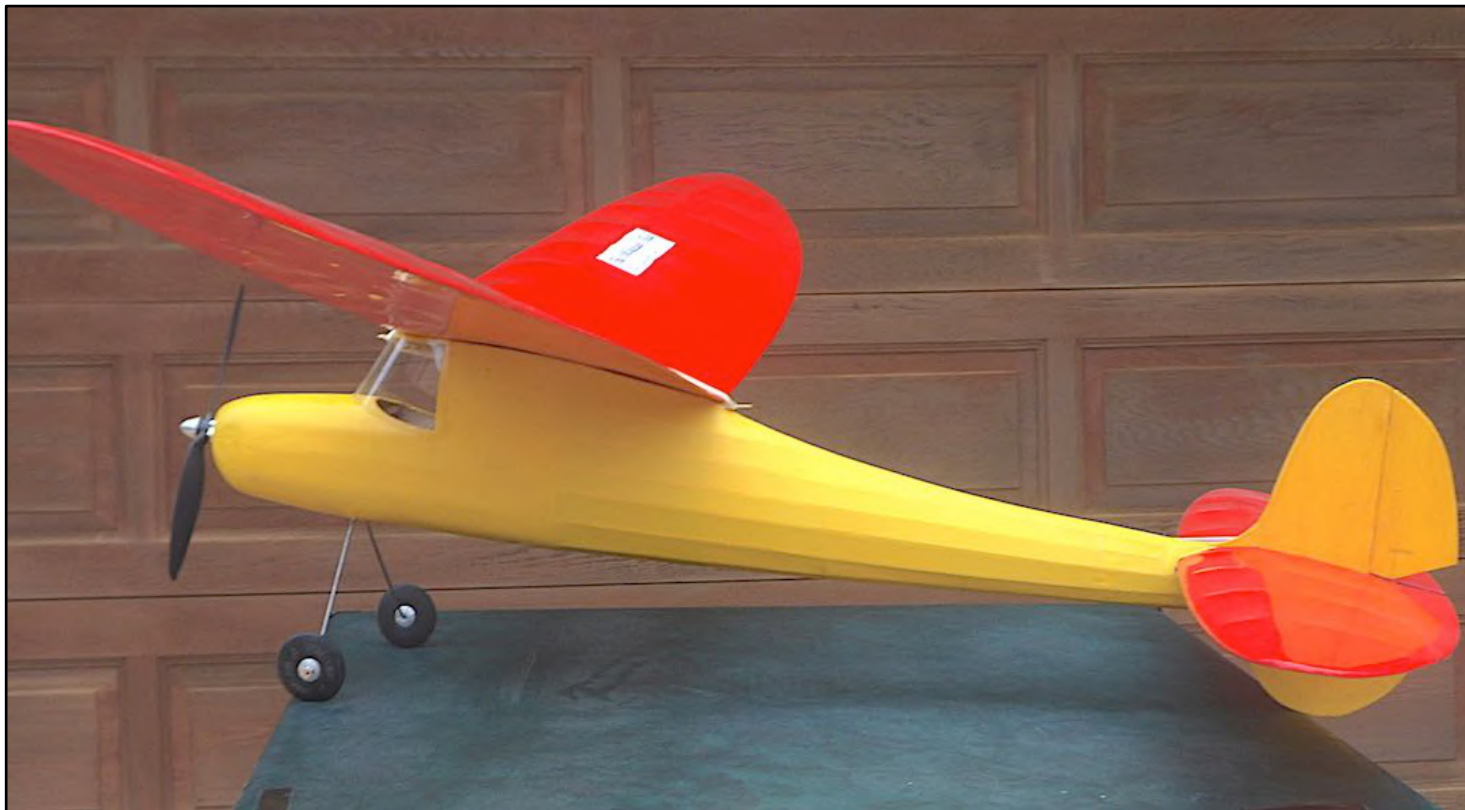
It turned out, weather-wise, one of the best days for vintage flying so far this year. A little cool to start with, then settling to mild and calm. Unfortunately attendance was disappointing with only two flyers from other clubs arriving, namely Keith Trillo and Tony Gribble. Wayne sent his apologies. We had quite a few spectators including Gwyn Avenell, who is producing some partial kits for trophies. The model chosen is Halo, a 1959 design around 290 sq inch. Two of which were for precision and duration and one for a raffle. These were not presented due to insufficient entries, however they will be presented for selected classes at our first rally competition. Maybe we could organize a one model competition run over the post national rallies. The results in E-TEXACO give a good indication of flying conditions, all being around 15 – 16 minutes. The results are the best two of three attempts. John Butcher

TMAC Fun Day Results		(As at 12 August)	
Event	Name	Model	Points
Vintage & Classical Precision	Keith Trillo	Tomboy	199
	Dave Squires	Miss FX	200
	Dave Gush	Miss FX	198
Vintage & Classical E Duration	Keith Trillo	Stardust Special	525
	Tony Gribble	Stardust Special	439
Vintage & Classical E Texaco	John Butcher	Miss FX	961
	Keith Trillo	Stardust Special	935
	Tony Gribble	Lanzo Bomber	1023
	Dave Squires	Miss FX	939
Vintage & Classical ½ E Texaco	John Butcher	Miss FX	978
Sport Cabin Texaco	John Butcher	Kea	1062
E Rubber Texaco	John Butcher	Gollywock	1865
	Dave Gush	Gollywock	2511
	Peter townsend	Gollywock	1551

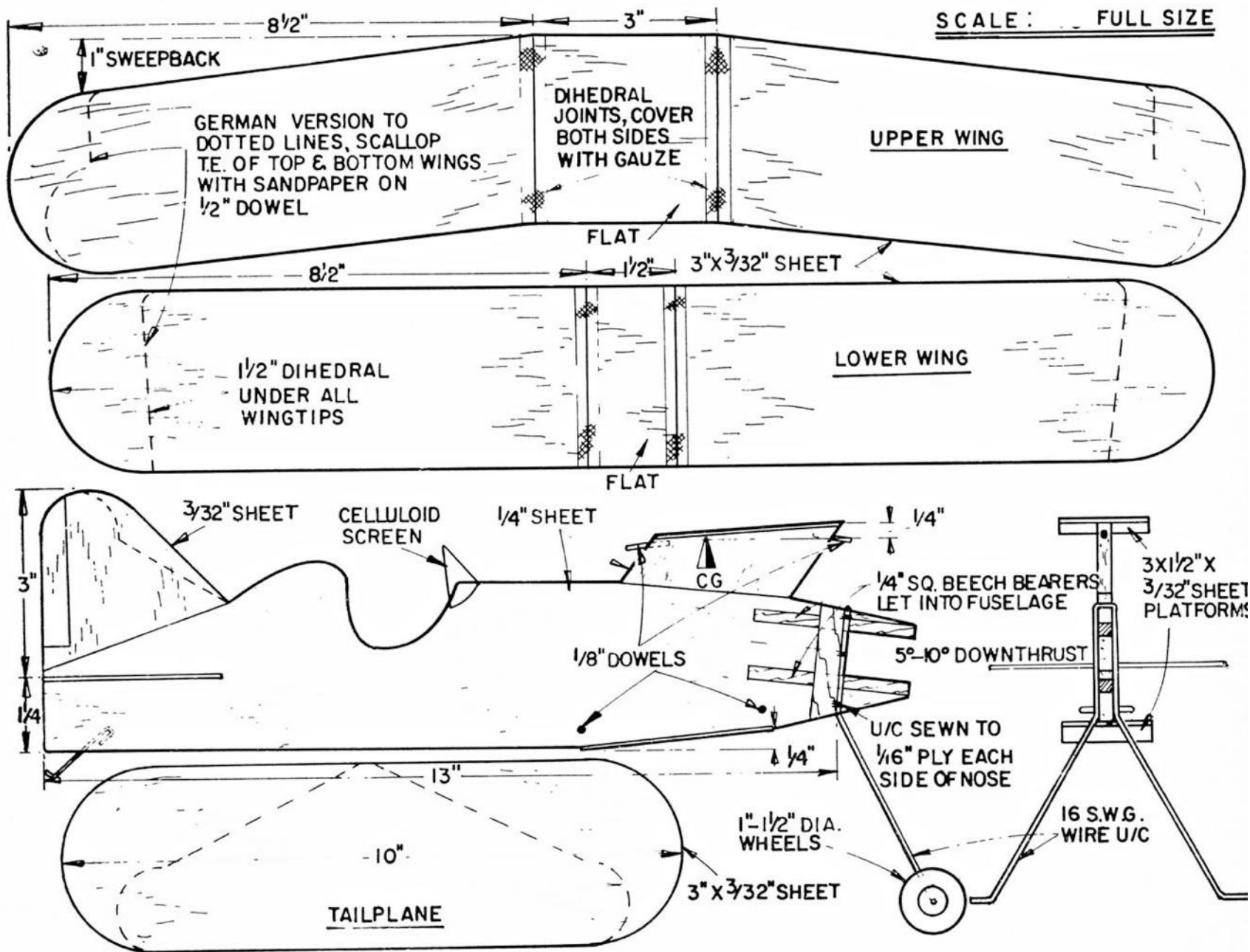
Some months ago the plan of the Modelair *Kea* was published in the Auckland MAC newsletter Slipstream. This plan was copied in the USA from the blueprint (with some minor errors) which was in the first Kea kits we produced. The 38inch span was not enough to handle the power from the then new 1.49cc Elfin diesels. A modified Kea was then produced with a longer fuselage and a 42inch span. Some confusion existed over the dates of these two designs but with some help from Mark Venter and old pricelists, it was established that the 38inch was produced in 1948 and the 42inch was 1950(for sure but probably 1949).

Having done a fair bit of Vintage E-TEXACO and 1/2E-TEXACO recently, the desire to build one again became irresistible. An enlarged 60inch version was drawn up for electric power. The wing area allowed up to a 526 mah 2 cell (7.4v) Lipo battery and a weight of 32.5oz. The finished model came out at 32.8 oz. (True!). The climb with a Turnigy 2826 1100Kv motor is quite adequate and the glide is great. Not flown in competition yet but looking forward to it.

Cheers, Angus. 22.8.18



Angus at the field with *his* Kea.



How the Ebenezer got its Name
by Bert Striegler (1930-)

" The name really did have a religious connotation. I had built and flown several but had not come up with a name for the concept. Then one day while I was sitting in church listening to a very dull sermon, my mind naturally drifted back to model flying.

Then they said to open our hymnal to #400 (a Methodist hymnal) and sing *Come Thy Fount of Every Blessing*. In the first line of the first verse, it says, *Praise the mount, I'm fixed upon it* and my warped mind immediately said, Aha, a slope soarer?. This was followed by the first two lines of the second verse, which went on to say, *Here I raise my Ebenezer, hither by thy help I've come.* *

Now you can clearly see where this is leading - thus the name Ebenezer was born for the concept. The third line clinched it by saying, *And I hope by thy good pleasure, safely to arrive at home.*

He climbed a mountain, launched his Ebenezer and found it safely after the flight. That woke me up, but by then the sermon was finished. My wife commented that I had not been paying attention, but I assured her that I was simply listening on another plane - she got that one."

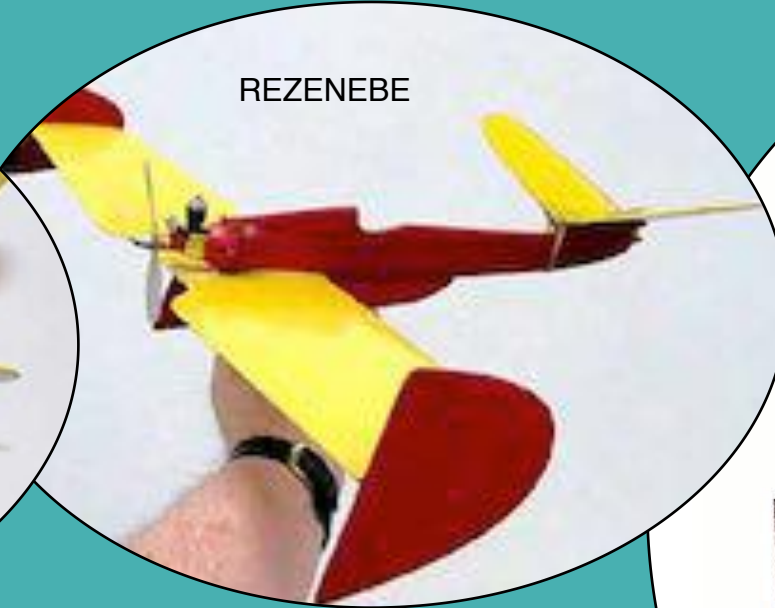
* Ebenezer - Hebrew for *stone of help*, referring to a memorial stone raised by King Samuel. *1 Samuel 7:12*

EBENEZERS ALL

FLEA-ENEZER



REZENEBE



TROPHYNEZER



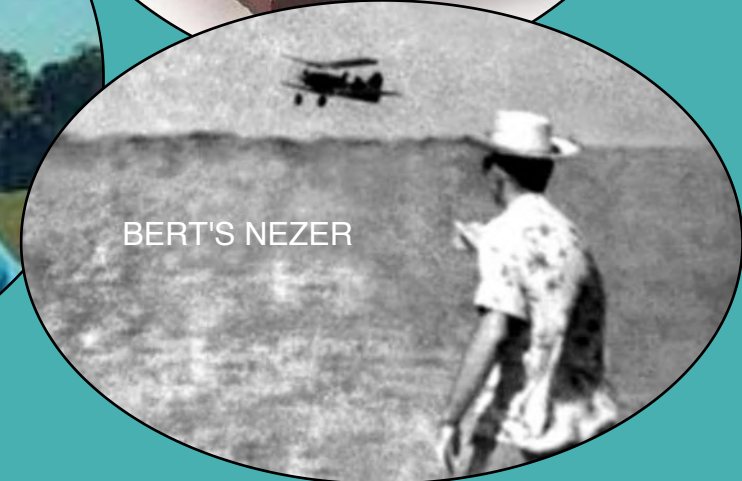
COMET-ENEZER



SPITZENEZER



BERT'S NEZER



Other Designs by Bert Striegler

Date	Title	Mag.	Description
April 1958	Ebenezer	A	Small sheet balsa Free Flight for beginners. According to Ron Moulton, this little simple model has taught more British lads to build and fly successful model airplanes than any other model.
May 1958	Roaring 20	A	Sport Free Flight biplane for Mills .75
Feb. 1964	Ebenezer Triplane	A	Sheet Fokker triplane Free Flight. Another follow-on sheet balsa Free Flight to the Ebenezer formula that was very popular.
March 1964	Pumpkin Seed	RCM&E	20-inch biplane for Radio Control, rudder only. Now listed by the Vintage RC Society (VRCS) as a vintage Radio Control model Very small and a very good flyer
Aug. 1964	Ebenezer Flying Boat	A	Sheet Free Flight flying boat; another sheet balsa Free Flight in the Ebenezer tradition
Feb. 1969	Sperry Messenger	MAN	Radio Control scale for 60 engines. This plan is still in print and has been a good seller for MAN; it was a great flyer.
March 1971	Flying a Good Boost Glider	AAM	Article about me by Estes Co I flew this boost glider on Radio Control at the national rocket meet on its first public appearance.
Nov. 1971	Druine Turbulent	MAN	Radio Control scale for 60 engines
Feb. 1975	Gulf Coaster	MAN	Radio Control 100-inch contest glider.

Greetings Bernard, Thank you for your continuing good work with the Vintage newsletter, I look forward to your publications. Early in the year I asked your advice for a suitable model to build for the Classic E Duration competition. You suggested looking at the Night Train MkVII, a free flight champion model from 1967 designed by George French. I located a plan on the AMA site, duly purchased and then had it enlarged from the original 66 inch span to 74 inches which allowed the use of a 1300 Mah 4S 25C battery. Construction was quite straight forward with built up wings and tailplane and a sheeted fuselage. I had to modify the internal construction of the nose and pylon to accommodate the brushless motor, ESC and battery, adding hatches for battery and gear access and a fiberglass cowling and an undercarriage complete with wheels which would you believe were saved from my first free flight model built some 66 years ago! All is covered with my favourite HK shrink film. With the long tail to nose moment (4:1) weight in the rear was always going to be a problem, initial balance tests needed 3.5 ounces of lead in the nose (shudder). As the rudder and fin were sheeted as per plan, I decided to cut them off and rebuild using a lighter construction and film covering.

I managed to shed 7.5 grams which allowed me to reduce the nose weight by an ounce and a half and get the CofG to balance as per the plan at 60mms forward of the trailing edge. (I still have great difficulty getting my head around these rearward CG's !)
I test flew the model yesterday and was thrilled with the result. It needed quite a lot of down trim, but other than that flew hands off. It has a powerful vertical climb and nice glide angle and in pretty flat conditions had no trouble getting a five minute duration off the 20 second motor run. I'm looking forward to getting to know it better. I'll need to lift the L/E of the elevator a little and maybe can take another 1/2 ounce of lead out and go fly lots more.

MODEL SPECIFICATIONS

Wing span: 74 inches, length 54.5 in.

Flying weight: 40 ounces

Wing loading: 9.15 oz/ sq ft.

Motor: Turnigy D3542/6 1000kv

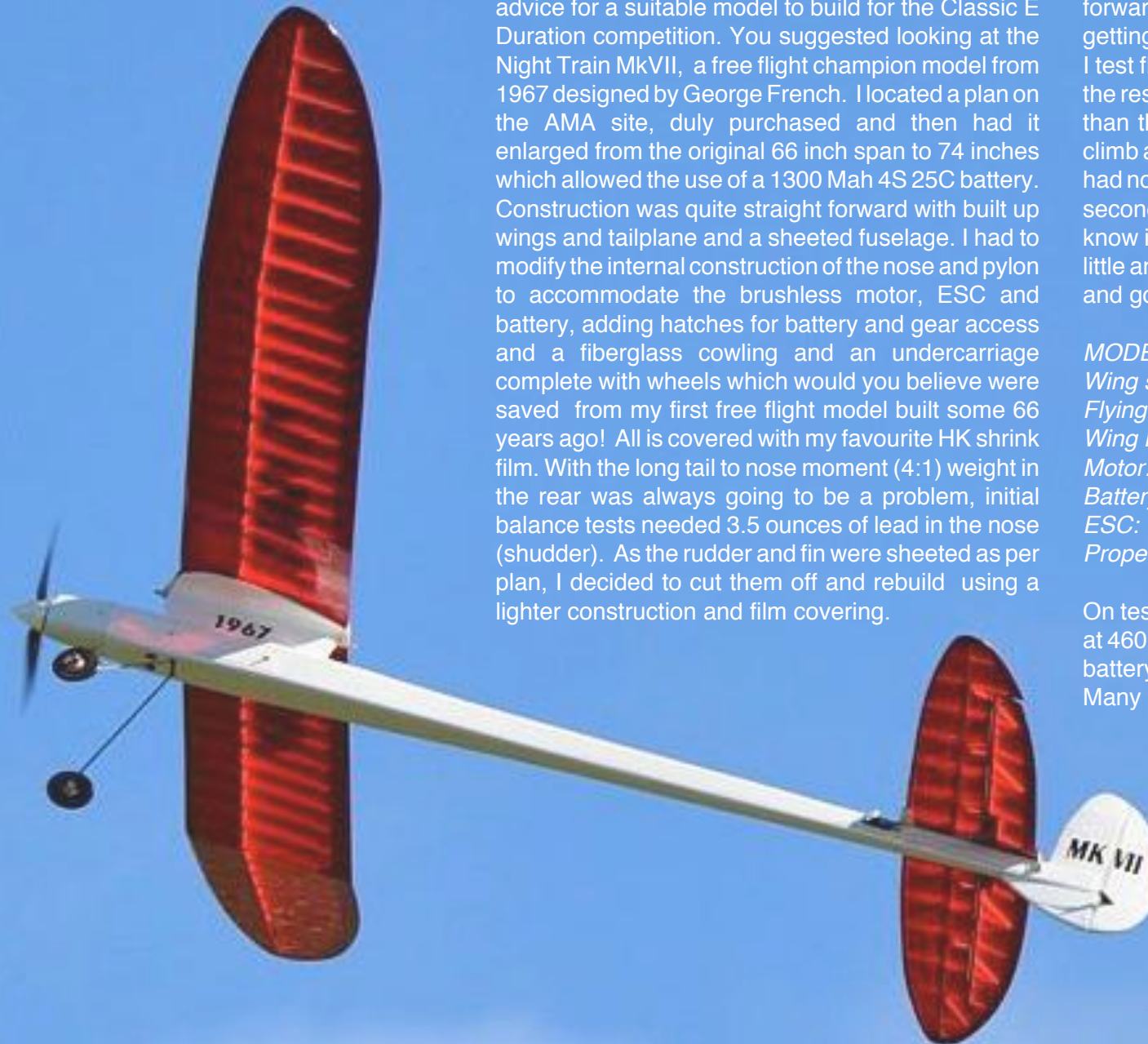
Battery: 1300 4S 25C Lipo

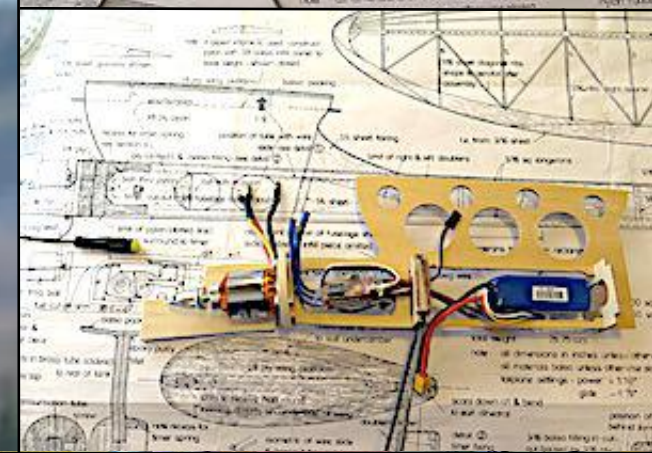
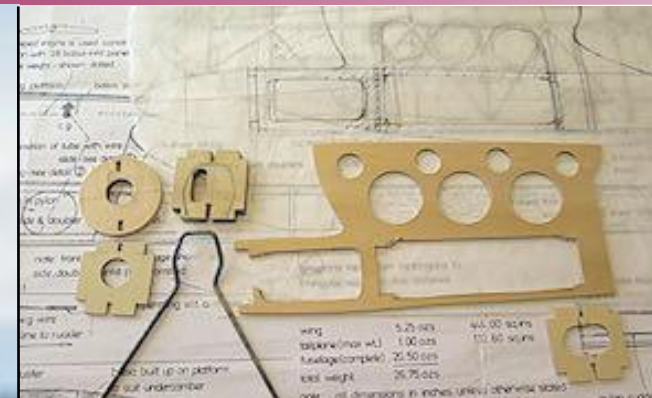
ESC: 45 Amp Turnigy AE

Propeller: 10x6 Aerostar Carbon.

On test, the motor is producing 1400 grams of thrust at 460 Watts and drawing 34 amps on a fully charged battery. No wonder it goes vertical and quickly !
Many thanks for your interest and help,

Kind regards, Barrie.





The following cameo of George French and his Night Train series, written in 2013, appeared in Sticks and Tissue Issue 79. It is reproduced here with permission. The protracted development of the Night Train design gives an insight into the amount of experimental work by free flight model designers - work that we today benefit from and rarely credit even if we are aware of it.

In looking for the most outstanding power model of the Classic era there are many to choose from, taking account of performance, elegance and consistent achievement. My choice is the Night Train, one of the first designs to break away from the traditional diesel approach and to introduce the new variable incidence tail-plane concept to tame the more powerful glow-ignition engines. Additionally, I counted its designer, George French, as a good friend and club-mate and watched his rise to international esteem with his Night Train series.

At that time power flying had become very popular, with entries in British competitions often counted in hundreds. In the 1950's Great Britain had won the individual World Championship three times: Barry Wheeler in 1952, Mike Gaster in 1955 and Ron Draper in 1956. On the last occasion under the rules, three were declared joint winners; Draper, Posner and Conover, but in a fly-off to decide who should hold the cup, Draper won. On two of these occasions GB also took the Team Power Championship. For the 1958 season the FAI rules for international competition changed, introducing an increase in weight per cc of engine capacity. Thus a 2.5 cc engine required an AUW of 750 gm (26.5 oz) and a total maximum area of 37.5 dcm² (581 in²). The Night Train Mk I was designed to these new rules, but it had taken a lengthy period of continuous development for George to perfect the model. A de-ballasted and lightened version became known as the Open Train and the small ½ A Train was introduced in 1962, both flying very well without VIT.

George French was born in 1925, the older son of a farming family of Laindon, Essex. His secondary education was completed in 1943 at the Palmers Endowed School for Boys at Grays. In 1943 he volunteered for aircrew and joined the RAFVR, via what was then known as a University Short Course taken at King's College, Cambridge, entering

the service proper in 1944. Having achieved just 12½ hours selection training on Tiger Moths, he was sent to the USA in early 1945 for pilot training. The end of the war prevented this taking place and by 1946 he was a civilian again.

His interest in model flying was stimulated after the war years when he formed the Laindon Prop Spinners model club with friends who flew their models on the farm. It was some time before he became interested in competition flying and his first recorded success was with an Eliminator in 1954. George farmed with his brother Bert, who sometimes came to model flying events. George and his wife Margaret lived in their chalet bungalow close to the farm, his workshop being situated in a large heated shed at the farm. He would work into the small hours, when the only outside noise was that of steam trains speeding through the night on the mainline to London running through Laindon. This is where the Night Train name originated, a fitting and memorable name indeed.

George was a modest and friendly person, a perfectionist by nature, polite and correct in manner. His models were always immaculate and built with precision. He depended much upon Margaret, for her encouragement and dedicated help. He was considered to be rather well turned out for model flying, sometimes sporting a bow tie. It reflected his attention to detail and his general outlook. In due course he was encouraged to join the larger and successful 'Anglia' club (later 'Essex'), absorbing the free flight elements of the Chelmsford Club and the 'Thameside' club from Southend-on-Sea. These were a jolly bunch of friends who enjoyed George's and Margaret's hospitality, talking about design and model flying over farmhouse suppers. George had prepared an elegant new model for the Spitalgate Trials in 1956, using an Oliver Tiger engine. This was based upon the Eliminator scaled up for the 2.5 cc engine size and having rounded wing tips and a rolled balsa

fuselage. Unfortunately he fluffed the launch of his fifth flight and the crash fractured the fuselage. Following field repairs he had to be content with seventh place. This was an important step on the learning curve, but in this highly competitive sport it was difficult for a newcomer to catch the leaders.

However, new design thoughts were emerging. A comment about these times written by George for Model Airplane News said, 'Just competing in such company and watching their scores build up until the climaxing round which decided who were to represent Great Britain at the World Champs, gave me the sort of excitement which no other flying had provided before. I knew that FAI power flying was for me. Building and flying FAI specification models appealed to me as a more challenging exercise than handling our open class models, much as I enjoyed this, and success would mean the highest of awards, a place on the National World Championships team'. GRF.

He tried the 'Amazoom' high thrust line design from the USA without much success. In 1957 George conceived and built a development model known as the 'Nightmare' the first of his models to use a variable incidence tail-plane (VIT). It ended its days on the railway at Laindon where it was hit by a train, precipitating the change of name. George had become well aware of the need for separate trim conditions to suit the power and glide phases of flight. Whilst he modestly does not claim to have originated the VIT principle, there is indeed evidence that it was being developed independently by others at the same time.

His system was almost certainly the first to be seen in this country. For reference, the 1958 Aeromodeller Annual article by Hans Neelmeijer mentioned the use of a variable incidence wing on his 1956 Championship winning model.

Continued ...

George French and the *Night Train*

by Martyn Pressnell

... Continued

In retrospect, the rule change for the 1958 season had the effect of bringing everyone to the starting line again and George was ready with a new model, the Night Train Mk I using a Super Tigre G 20, it being virtually the same as the 'Nightmare'. Having developed the model quietly at home, its public performance brought immediate admiration. No longer with a tight spiral climb, the Night Train shot straight upwards for fifteen seconds with an almost instant motor stop, to flip off the top into a steady glide. This kind of flight path became the norm for power duration models, but we were seeing it for the first time and it was impressive. 'Night Train Mk I' was used in the Wigsley Trials of 1959 and went on to win the Queen Elizabeth Cup of 1960. A mechanical failure and premature D/T operation left George unplaced at the 1960 Trials, causing some wry amusement to those lacking his innovative foresight. The World Championship flown at Cranfield in 1960 was remarkable in that five competitors were placed equal first, having made 17 consecutive maximum flights, significantly none of these used VIT systems.

In readiness for the 1960 Trials the 'Night Train Mk II' was prepared, but the trials were postponed until 1961 due to unavailability of an airfield. His performance at the 1961 Barkston Heath trials was a highlight, where he romped into first place without needing to make his final flight. Unfortunately the Night Train Mk.I was lost in standing crops in the first of these trials, recovered only after it had met a combine harvester, but the very successful 'Night Train Mk II' came into its own. George wants to record his undying gratitude to the late Peter Chinn, whose efforts to supply him with the OS Max Specials, the first of these very powerful engines to be seen in the U.K., made a very significant contribution to his early success with Night Train. They were fitted with a remote needle valve years before the company introduced it as standard. The model was sleek and well proportioned, the wing tips and tail-plane being covered in checker-board silk. Later versions used the Cox 15 Special engine, and eventually the Super Tigre G15. The mechanical system with its unique single lever tail-trigger, bent up from wire, allowing the tail plane to pivot about its leading edge, was now fully developed.

Two separate timers were used, one provided pressure dump to cut the engine, auto-rudder, and VIT concurrently, whilst the second operated the dethermaliser (D/T) function, (multi-function timers were not available at that time). Uniquely pressure dump alone was sufficient to stop the O.S.Max-15 engine, but when the Cox TD 15 was introduced a further function, to strangle the fuel supply, was found to be necessary and was introduced.

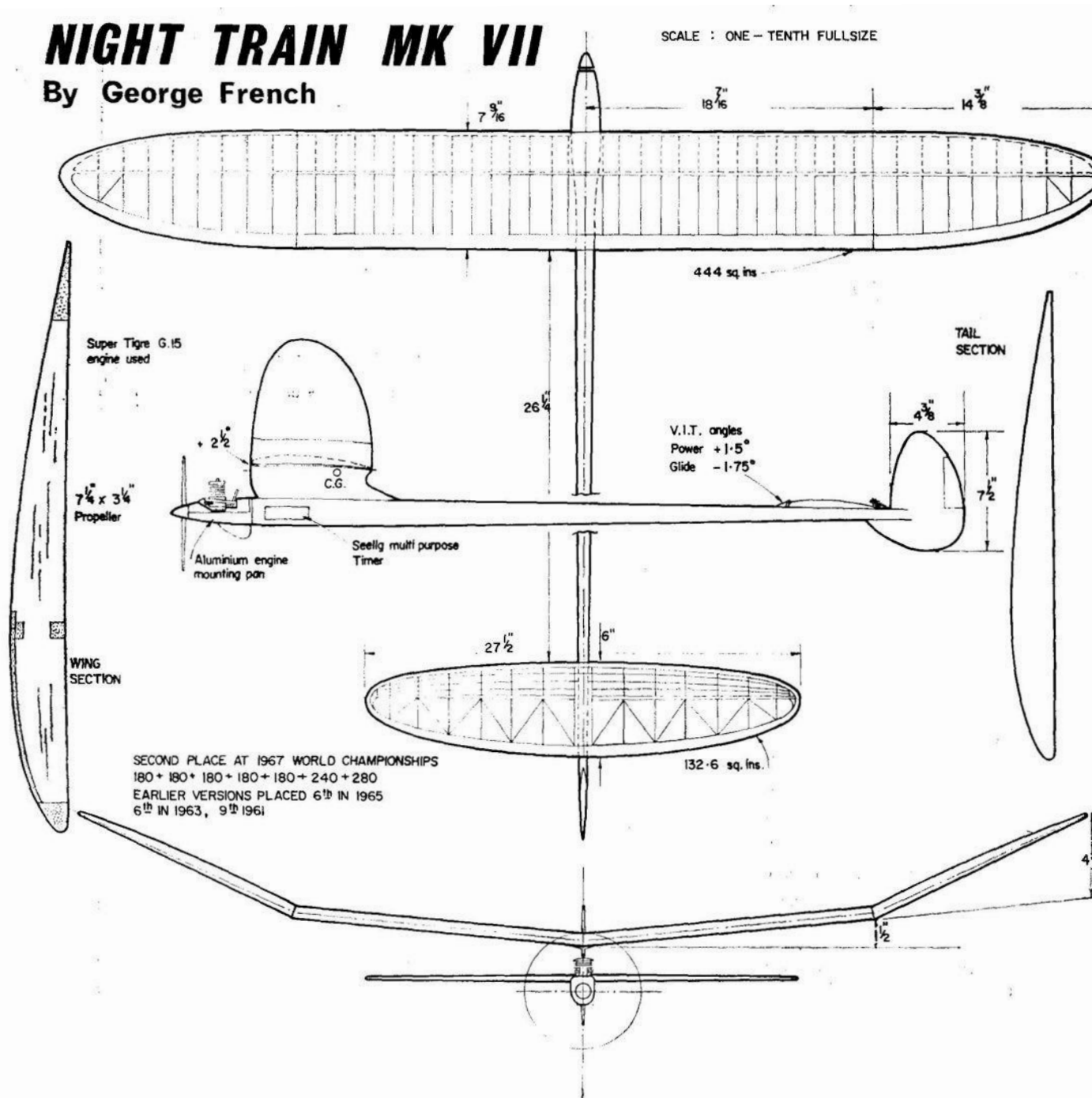
It was in the 1960/61 season that George became really established attaining his first international high placing at Leutkirch, W. Germany in 1961. He began travelling far and wide at home and abroad to the most important events, where he seemed guaranteed to win or place highly. He possessed a range of equally potent Ramrods, a design by Ron St Jean in the USA, for open and ½A events. An Inchworm A2 glider was also flown occasionally. A listing of George's national places and international results, given below, makes impressive reading. It was not until the 1963 World Championships that a VIT equipped model was the winner, being the 'Taltos' design of Erno Frigyes of Hungary. This was followed in 1965 by Albert Dall'Oglio of Italy with his 'A17' design to firmly establish the VIT principle. The top model in the German trials of 1965 by Karlheinz Rieke is also reported as using VIT, reference Frank Zaic's 1964-65 Year Book.

The zenith of George's model flying came then in the 1960's when he flew for Great Britain in four World Championships, achieving top British place on each occasion. At Wiena-Neustadt in 1963 his model was credited with being '.....the highest climbing model on the field'. For these events the engine run was now limited to ten seconds. The performance of Night Train improved at each World Championships, 9th in 1961, 6th in 1963 and 1965, and 2nd in 1967. In this latter event Night Train Mk VII was used, equipped with a Super Tigre G15 mounted in an aluminium pan, the motor specially tuned by Kevin Lindsey, the international C/L speed record holder. It used a multi-function Seelig timer. In fact George conceded the World Championship to Hans Seelig of W. Germany having dropped just 20 seconds in the second fly-off aiming

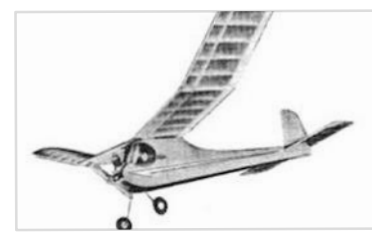
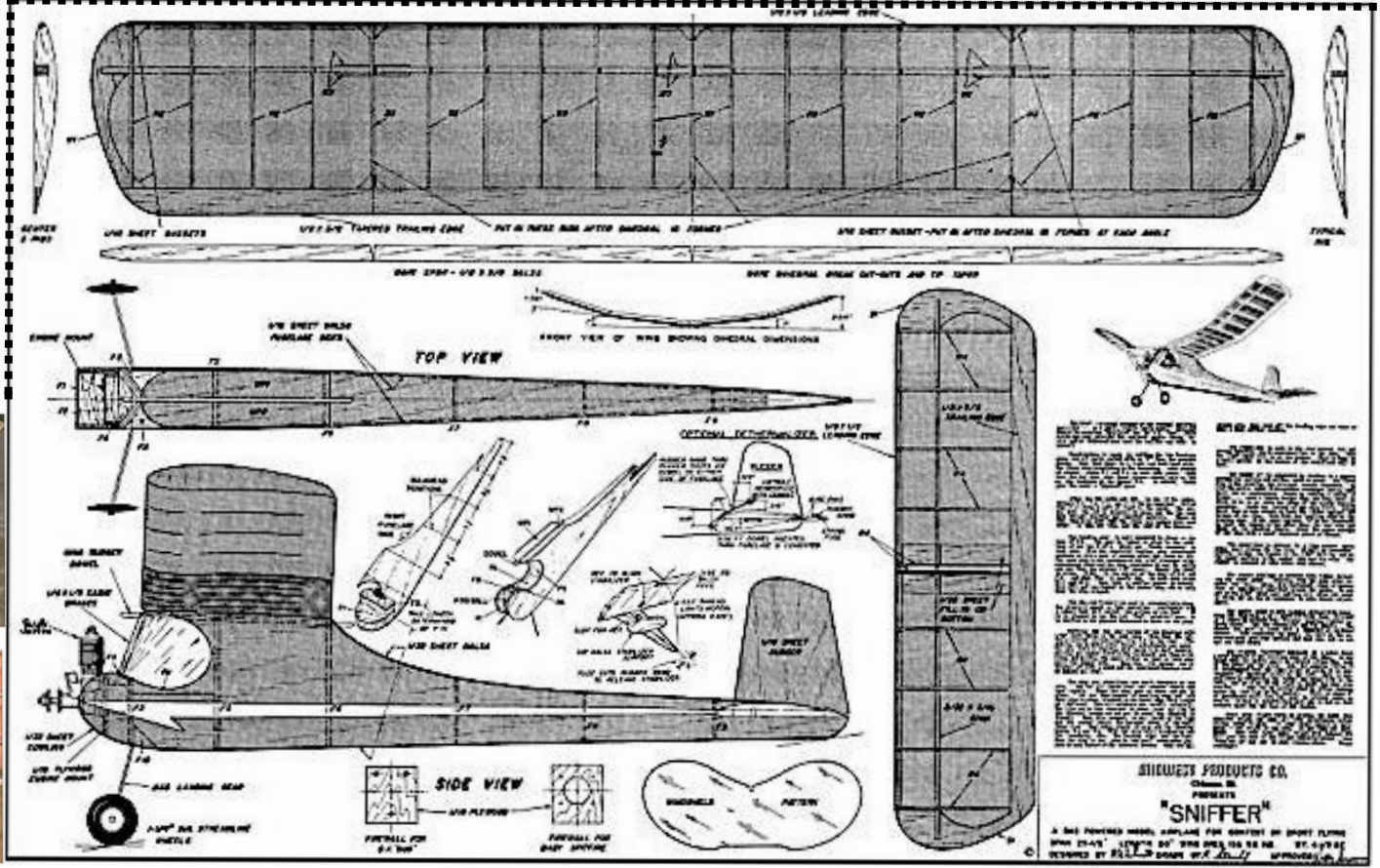
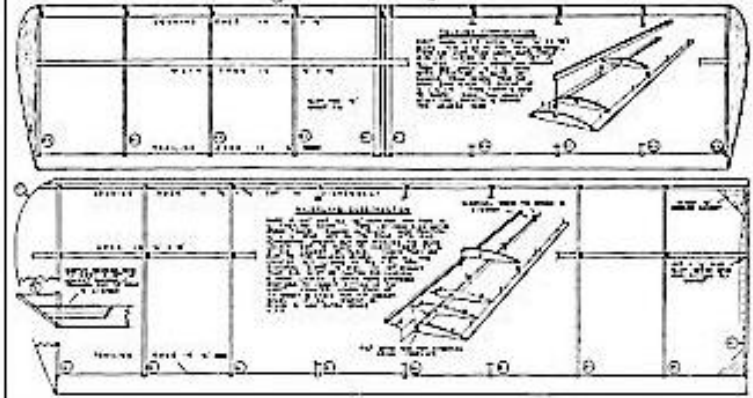
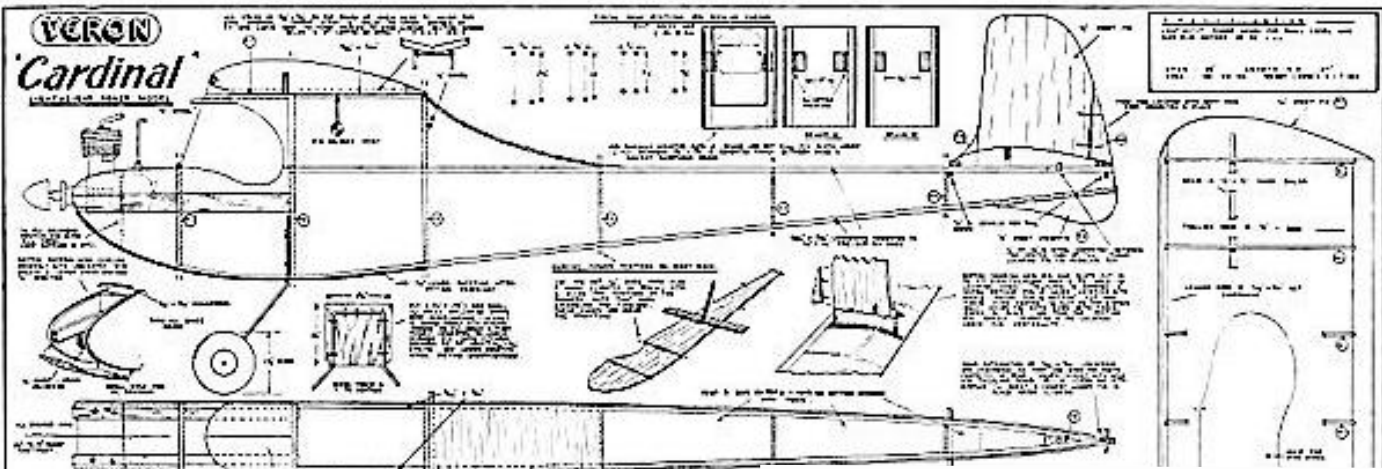
for 5 minutes. The combined performances of French, Monks and Savini secured the Team World Championship for Great Britain in 1967. In the Team Trials of 1968 tuned pipes were in evidence in FAI power for the first time, but after a gallant effort George failed to qualify for the 1969 team (pipes were discontinued in 1970 and standard FAI fuel introduced).

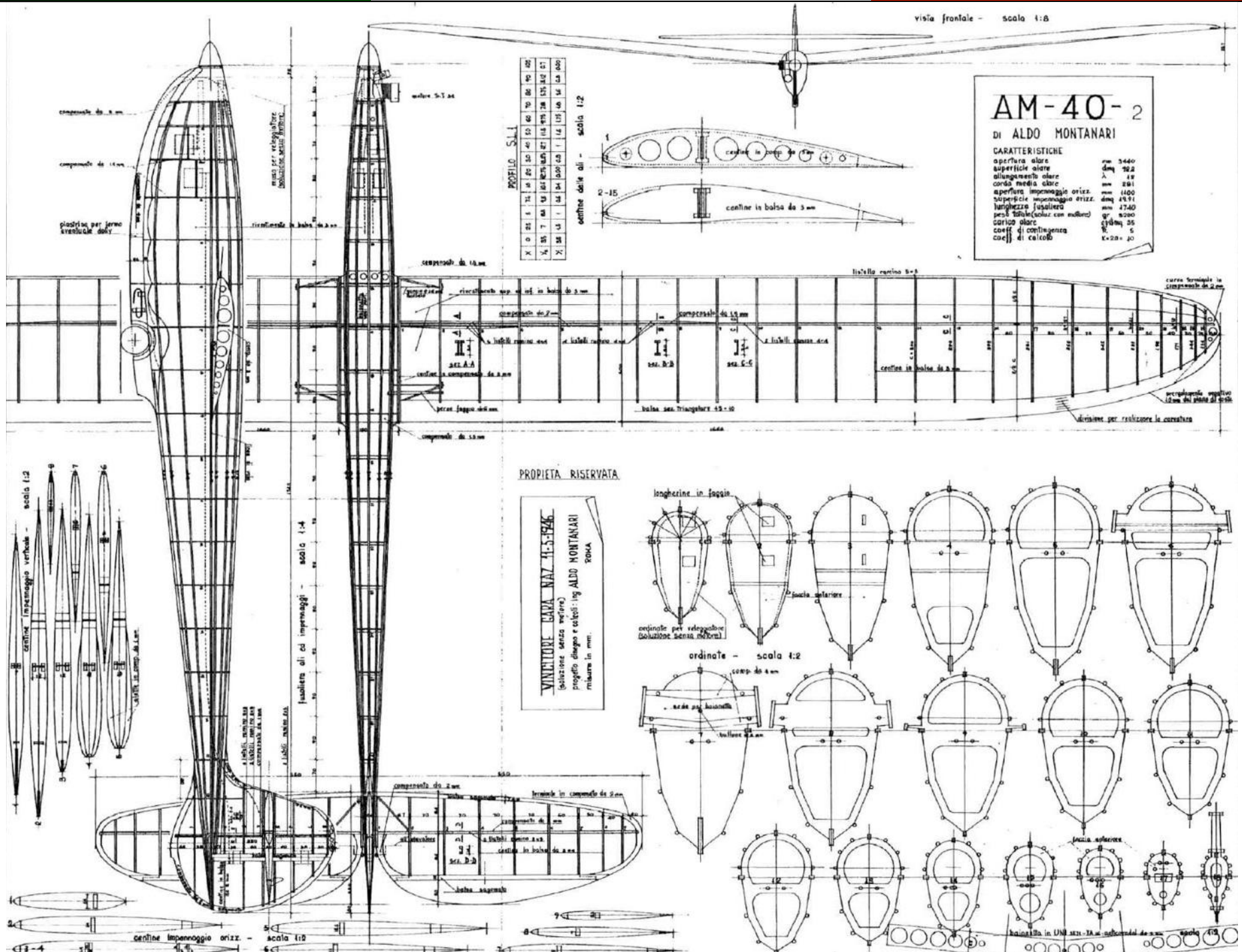
Throughout this period George shaped his own very thin propellers starting from Tru-Flite or Super-Aero wooden blanks. These were used up at a savage rate, but he maintains that the effort was vital to his successes. He always started his engines by hand, without a glove or a chicken stick. Often all that was necessary was to bounce the engine against the cylinder pressure, when it would fire and start. George continued to fly the Night Trains through to 1970 without further international success. Competing on the final occasion at Zell-am-See his model flew into the town and collided with power cables. In 1968 he had become attracted to full-size flying, gaining his PPL at Biggin Hill. Inevitably it seems, George's interest in competitive model flying began to wane, and he acquired a Jodel light aircraft. This was followed by the addition of a De Havilland Tiger Moth subsequently replaced by a B.A.Swallow, one of only a few airworthy machines in the country. He hangared these at the farm and was flying until recently from his private airstrip, lavishing the same care and attention on these historic aircraft that he had given to his models. George suffered a grievous bereavement when Margaret died in 1987. He retired from active business in 1993.

Now at the age of eighty he has suffered from a heart condition, and has become resigned to not being able to fly his light aircraft again. Nevertheless he has taken up model flying once more in the radio-control field, building the attractive vintage Buccaneer 'B' Special. The final accolade and honour was bestowed upon George when Night Train Mk VII was chosen as FAI Power Model of the Year in 1971, by the National Free-Flight Symposium of America.



VERON CARDINAL 1951 and MIDWEST SNIFFER 1952







Phoenix Model Airplane Club

HAVING FUN WITH MODEL AIRPLANES SINCE 1934 Vol-23 No 4 Apr 2018



Tucson Freeflight Club



Phoenix Model Airplane Club

HAVING FUN WITH MODEL AIRPLANES SINCE 1934 Vol-21 No 2 Feb 2016



Report

Vintage Precision **2017 A Knox 800**

1 J Shorer	Bob Burling	800
2 B Treloar	Levin	799
3 B Russell	Levin	798
4 D Squires	Airsail	797
5 A Knox	Bob Burling	792
6 D Mossop	Airsail	791
7 J Bradbury	Bob Burling	773
8 S Nicholas	Levin	765
9 Robin ?	Bob Burling	600
10 G Main	Airsail	599

Vintage IC Duration **2014 R Anderson 1308**

1 A Knox	Levin	1177
2 B Treloar	Nationals	757
3 K Trillo	Nationals	775
4 J Millar	NDC 116	774
5 W Summerton	Levin	760
6 D Thornley	Airsail	744
7 S Cox	Bob Burling	770
8 R Anderson	Nationals	614
9 G Main	Airsail	413
10 J Butcher	Champs	515

Vintage E Duration **2018 B Harris 1560**

1 B Harris	Airsail	1560
2 A Knox	Bob Burling	1379
3 D Mossop	Airsail	1306
4 K Trillo	Nationals	960
5 J Butcher	Champs	900
6 B Russell	Champs	869
7 B Robinson	Champs	832
8 D Squires	Nationals	673
9 A Macdonald	Nationals	615
10 D Baunton	Airsail	538

Vintage 1/2A Texaco **2017 A Knox 2580**

1 A Knox	Bob Burling	1660
2 K Trillo	Champs	1500
3 J Butcher	Airsail	1369

Vintage A Texaco **2018 A.Knox 3780**

1 A Knox	NDC 122	3780
2 B Treloar	Bob Burling	1892
3 B McGrath	NDC 122	1777
4 I Munro	Bob Burling	1554
5 W Summerton	NDC 122	419

Vintage Open Texaco **2014 J.Butcher 3320**

1 A Knox	Bob Burling	1852
2 W Summerton	Bob Burling	1844
2 Bryan Treloar	Bob Burling	1844
4 T Glogau	Nationals	1597
5 K Trillo	Champs	1596
6 S Cox	Bob Burling	1521
7 I Munro	Bob Burling	1423

Vintage 1/2E Texaco **2017 K Trillo 3415**

1 K Trillo	Champs	2911
2 J Butcher	Airsail	2691
3 A Knox	NDC 122	2487
4 W Cartwright	Airsail	2476
5 B Spenser	Airsail	2188
6 B Russell	Champs	1480
7 D Crook	Airsail	1460
8 R Anderson	Nationals	1440
9 B Robinson	Champs	1414
10 D Crook	Champs	1407

Vintage E Texaco **2012 W Cartwright 3325**

1 K Trillo	Champs	2908
2 W Cartwright	Airsail	2853
3 B Russell	Levin	2805
4 D Crook	Airsail	2805
5 J Butcher	Airsail	2671
6 T Gribble	Champs	2591
7 Stan Nicholas	Levin	2528
8 D Squires	Airsail	2031
9 A Knox	Nationals	1860
10 A Macdonald	Airsail	1857

Sports Cabin E-Texaco **2018 T Gribble 1400**

1 T Gribble	Champs	1400
2 B Russell	Champs	1036
3 K Trillo	Champs	975
4 B Robinson	Champs	960
5 D Crook	Champs	843

Classical Precision **2016 B Harris 598**

1 D Thornley	Airsail	591
2 D Mossop	Champs	591
3 D Squires	Champs	569
4 B Harris	Airsail	563
5 G Main	Airsail	548
6 J Butcher	Nationals	544
7 B Russell	Champs	528

Classical IC Duration **2017 D Thornley 1150**

1 B Russell	Levin	940
2 D Thornley	Airsail	650

Classical E Duration **2018 W Cartwright 1500**

1 W Cartwright	Champs	1500
2 B Harris	Airsail	900
3 D Mossop	Airsail	854
4 D Crook	Airsail	803
5 G Main	Airsail	688
6 D Squires	Champs	529
7 D Gush	Champs	223

Classical 1/2E Texaco **2017 B.Scott 2864**

1 T Gribble	Airsail	2449
2 J Butcher	Champs	2439
3 W Cartwright	Champs	2388
4 G Main	Airsail	1915

Sports Cabin E-Texaco **2018 T Gribble 1400**

1 T Gribble	Champs	1400
2 B Russell	Champs	1036
3 K Trillo	Champs	975
4 B Robinson	Champs	960
5 D Crook	Champs	843

V E-Rubber Texaco **2018 J Butcher 4001**

1 J Butcher	Airsail	4001
2 W Cartwright	Airsail	3225
3 D Gush	Airsail	3001
4 K Trillo	Champs	2979
5 T Gribble	Airsail	2395
6 D Squires	Nationals	1860
6 A Knox	Nationals	1860

Vintage Scale Texaco **2017 A.Knox 2232**

Tomboy IC **2015 R.Anderson 1432**

Tomboy E **2014 S.Grant 1935**

1 K Trillo	Airsail	1680
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CATAPULT GLIDER **2012 J.Butcher 339**

1. Dichards	Nationals	288
2. J Butcher	Nationals	242
3. D Warner	Nationals	240
4. K Fisher	Nationals	217
5. A Graves	Nationals	198
6. J Warner	Nationals	150
7. S Warner	Nationals	143
8. D Ackery	Nationals	69
9. S Cox	Nationals	64

VINTAGE FF POWER **Anderson/Bain/Scott 540**

1. Rex Anderson	Nationals	540
2. R Bain	Nationals	534
3. J Butcher	Nationals	283

NOSTALGIA FF POWER **Bain / Scott 540**

1. R Bain	Nationals	540
2. R Anderson	Nationals	403
3. B Gibson	Nationals	281
4. P Wilson	Bob Burling	183
5. S Cox	Nationals	65

VINTAGE FF GLIDER **2013 R.Anderson 427**

1. R Anderson	Nationals	436
2. S Wade	Nationals	309
3. S Cox	Nationals	266
4. M Evans	Nationals	265
5. P Evans	Nationals	141
6. K Fisher	Nationals	112
7. J Butcher	Nationals	60

SMALL POWER **2016 B.Scott 353**

1. C Murphy	Nationals	275
2. S Cox	Nationals	257
3. R Bain	Nationals	247
4. J Butcher	Nationals	231
5. R Anderson	Nationals	116

NOS FF RUBBER **McGarvey / Scott 540**

1. P Squires	Nationals	510
2. B Cox	Nationals	426
3. C Murphy	Nationals	180
4. B Gibson	Nationals	38

VINTAGE FF RUBBER **McGarvey / Koerbin 540**

1. P Squires	Nationals	480
2. W Lightfoot	Nationals	432
3. G Lovejoy	Nationals	311
3. B Gibson	Nationals	311
5. C Murphy	Nationals	103
6. J Dowling	Nationals	59
7. J Butcher	Nationals	12

CLASSIC / A2 FF GLIDER **2015 M.Evans 470**

1. R Anderson	Nationals	446
2. M Evans	Nationals	317
3. B Gibson	Nationals	263
4. M Vincent	Nationals	254

PRECISION **2014 G.Burrows 411**

1. S Cox	Nationals	200
2. A Graves	Nationals	157
3. K Fisher	Nationals	109
4. J Dowling	Nationals	74
5. C Murphy	Nationals	59
6. P Wilson	Bob Burling	39
7. J Butcher	Nationals	14





ICON 166 : Hamilton Jetboat

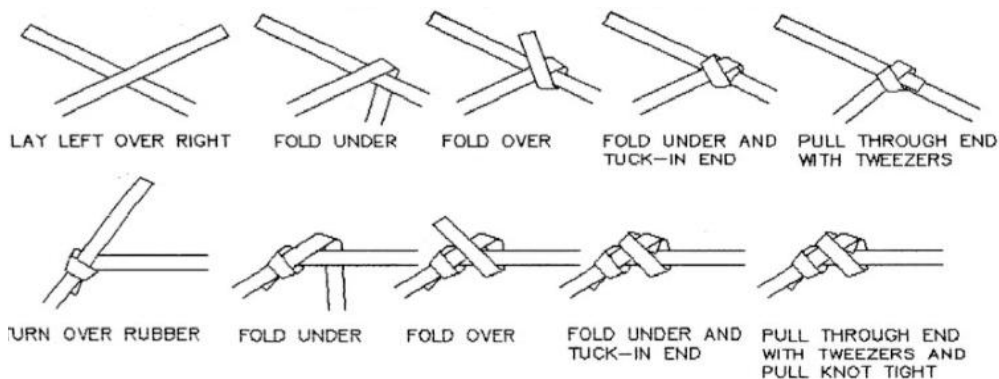
Sir Charles William "Bill" Feilden Hamilton OBE (26 July 1899 – 30 March 1978) was a New Zealander who developed the modern jetboat, and founded what is now the world's leading water jet manufacturing company - CWF Hamilton Ltd.

Hamilton never claimed to have invented the jet boat. He once said *"I do not claim to have invented marine jet propulsion. That honour belongs to a gentleman named Archimedes, who lived some years ago"*. What he did was refine the design enough to produce the first useful modern jet boat.

In the 1950s Hamilton set out to try to build a boat that could navigate the shallow fast flowing rivers where he lived. The rivers were too shallow for propeller driven boats to navigate as the propeller would hit the river bottom.

He investigated the American Hanley Hydro-Jet, a model which drew in water and fired it out through a steerable nozzle underneath the boat. Even when further adapted it did not work well. An employee suggested moving the nozzle to just above the waterline.

When he took one of his early demonstration jet boats to the United States, the media scoffed at his plan to take it up the Colorado River, but in 1960 three Hamilton jet boats, the Kiwi, Wee Red and Dock, became at that time the first and only boats to travel up the Grand Canyon. Critics were silenced even before then when the boats went down river through the Grand Canyon to cache petrol prior to the uprun - the Grand Canyon trip involved logistics for 2,500 gallons of fuel.



ANOTHER KNOT FOR TYING LUBRICATED RUBBER

